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President McKinley has a record for tactful speeches, and from present indications

It should be borne in mind that the Pres-

ident assured the Cuban commissioners

he will sustain it during his present tour. Grant's memory," is a headline in the Atlanta (Ga.) Constitution. The South is put first-who will say that it has not the great-

Conditions have changed considerable since the time when President Washington tal to New Engiand and back in his private conveyance and with a colored slave driver.

er reason to honor Grant?

by the Morgan syndicate may be regarded | transacted public business outside of the as notice that the syndicate proposes to seek the iron trade of the world under the to ocean carriers.

The New York World is troubled because It is the result of "the madness of prosperity." The probability is that there is nearly as much luxury as can be found in the several residences of the proprietor of

The Christian powers who are operating in China might do well to inquire whether there is not a Chinese proverb corresponding to "they laugh best who laugh last." The Chinese government seems to be actuated by that idea in a vague sort of

Really, there does seem to be some popular discontent in Russia. Yesterday's distensive nihilistic plots in one locality and six hundred arrests. With such things occurring every few days, it can hardly be claimed that the people are wholly con-

The keynote of Senator Beveridge's address at Des Moines was the necessity of future reciprocity arrangements with for trade. In a large sense protection is right but it should be based on the principle of reciprocity, or, in common phrase, the principle of give and take.

Since 1896 the native population of Ha part Hawaiians from 8,485 to 7,83% During the same period the whites increased from 122. From these figures it may be seen why

for tact and eloquence, using the latter term in the sense of impressing hearers kindness of heart does not detract anything from the strength of his convictions, and he has a tactful way of putting things that is very pleasing to the people.

One of the British critics on the recent absorption of British transportation interests by American capitalists says: "I d not believe that the great concentration of wealth in the United States can be for the country's good." The philanthropic tone of this comment is almost amusing. It not recalled that British economists have ever objected to the accumulation of wealth

The most encouraging feature of the Philippine situation is the evidence that the natives are learning to understand the true are evidently discovering that it means than any they could establish for themselves. For a foreign and Oriental people

Here is the Memphis Appeal berating Mr. Bryan and declaring that "the deal of shows that Mr. Bryan's newspaper is sure to follow Debs's Social Democrat, the Silver Watchman, John Swinton's paper, "and a score of other papers that were edited by much abler men than Mr. Bryan," and that "four years hence the Commoner will be a pathetic reminiscence." And yet the Appeal shouled lustily for Mr. Bryan in both campaigns.

Findness of heart and tact, Southern paefter the breaking out of the civil war, and gan syndicate, will be a steamship com-

United States. They were really family pany in the world. The Leyland property. CUDAHY of military conquest. In ordering their braces about sixty-five steamships engaged Business Office 238 | Editorial Rooms St | Lee family President McKinley wrote: "It | trade, with Liverpool, London and Antwerp heirlooms of the 'Father of his Country.' It was a just act graciously done.

PRESIDENTIAL TOURS AND EXEC-

UTIVE POWERS. dent of the United States. Such tours | the world. have always been approved by the people because they give the President a chance year. No subscription taken for less than three | to become acquainted with different sec tions of the country and also afford the people an opportunity to see their chief magistrate and show their loyalty to the government. Washington first set the example, and it has been followed by many Presidents since. There were some reasons In the United States should put on an eight-page | for a presidential tour in Washington's case which have never existed since. The Constitution had just been adopted and All communications intended for publication in the government was an untried experiment. In some sections of the country there was still considerable opposition to both. It was largely to allay this opposition that Washington, in the first year of his administration, determined to make a tour through New England. That was before the days of railroads, and he traveled in his private carriage. Starting from CHICAGO-Palmer House, P. O. News Co., 217 New York, which was then the capital, he visited Boston, Portsmouth, New Haven and some other towns of less importance and was welcomed everywhere with great enthusiasm. The trip contributed ma terially towards developing a national sentiment which was much needed at that time. The next year he made a similar overland journey through the Southern "South and North are united in honoring | Branch quite often, though, of course, form the House "whether any executive ing on the right side of any future ones. The purchase of a full line of steamships | plication was that President Grant had national capital in violation of some asthe resolution in a special message of May 4, 1876, in which he completely demolished the position of the House and showed that it had no constitutional right to make any such demand upon the executive. He also showed by unanswerable argument that the President had a perfect right to perform executive acts and duties outside do so, anywhere within the limits of the United States. "No act of Congress," he said, "can limit, suspend or define this constitutional duty. I am not aware of the existence of any act of Congress which assumes thus to limit or restrict the exercise of the functions of the executive Were there such acts, I should nevertheless recognize the superior authority of the Constitution, and should exercise the powers required thereby of the President. He therefore declined to inform Congress whether he had performed any executive acts outside of the city of Washington or not. For the information of Congress, however, he accompanied his message with a memorandum showing absence of various Presidents of the United States from the national capital during their respective ad-

ministrations, and also public and executive acts performed during the time of such absence. This memorandum must have been a surprise to Congress. It showed capital 181 days; President John Adams, 385 days; President Jefferson, 796 days President Madison, 637 days; President Monroe, 708 days; President John Quincy President Tyler, 163 days; President Polk, the annexation of Hawaii was feared a few | 37 days; President, Taylor, 31 days; Presi dent Fillmore, 60 days; President Pierce, but the opposition got out an engraved ballot, 57 days: President Buchanan, 57 days, It while ours was only printed. The opening speeches of President Mc- also appeared from the records that every Kinley's tour fully sustain his reputation one of the Presidents named performed many important executive acts during ab without oratorical display. Mr. McKinley's | nothing more to say, and since then no right and propriety of the President to ident's carriage comes around to take Mrs.

> During the present trip President Mc as his secretary and several members of missions, exequaturs to foreign consuls,

MORE AMERICAN ENTERPRISE.

The announcement of the purchase by an American syndicate of the Leyland line of British steamers has evidently caused a sensation in shipping and commercial circles of Great Britain. From a commercial point of view it is probably the most important of all the events of recent occurrence tending to show the remarkable progress they are absorbing American ideas very and aggressiveness of American enterprise. First there came a succession of American of Great Britain's greatest shipping interests, far exceeding the Peninsular and Oriental Steam Navigation Company in tonnage and importance." It is difficult at this time and distance to measure the ex-As an evidence of President McKinley's act scope of the transaction, but the comshipbuilders show that they regard it as of der restoring to the Lee family the Wash- ing it says the result of the consolidation I come out free of the charges now against ington relies which were taken from Ar- of the Leyland line with the Atlantic lington, the home of Gen. Robert E. Lee, Transport line, already owned by the Mor- feel! On one point, however, she ex-

relics, consisting of china, personal orna- including steamships, docks and terminals, ments, etc., and were not proper subjects | was recently appraised at \$75,000,000. It emrestoration to the representatives of the in the North Atlantic and the West Indian SAYS HE WILL NOT COMPROMISE fords me great satisfaction to give direc- as their foreign ports, and New York. Bostion for the restoration to the present head ton, Portland and New Orleans as their of a historic family of these cherished American. The significance of the deal is in the fact that it is made by the Morgan interests, which also control the great steel and coal combination recently formed, and is doubtless intended to cover the ocean transportation of that gigantic trust. The President McKinley's tour, which has be- result will doubtless be to give a new imgun under such auspicious circumstances, petus to the development of American for-

With a prospect of having two notable ionuments or statues added to the art attractions of the city, those of Benjamin Harrison and General Lawton, the question of sites becomes interesting. Monument place is already fully occupied, and the most available sites will be found in the vicinity of the new government building. The choice of these should be reserved for the statue of Harrison, one of the greatest men the State has produced and the only President it has furnished as yet. A suitable place for this statue will be on the north side of the government building in the space between the building and New York street and fronting north. It is said the Lawton committee has selected the south side of University Park, north of New York street and fronting towards the government building. These would be good sites for both statues, as the width of New York street and the other spaces would make considerably more than a hundred feet between them. In order to avoid any misunderstanding or cross purposes it might be well for the two committees to come to an early agreement on the subject.

States. Nearly all of the later Presidents Senator David B. Hill that he is not at House of Representatives towards Presi- | slight string attached to it. He says, "I dent Grant. During his term of office he am neither seeking the nomination nor exwas in the habit of running up to Long | pecting it," but he does not say that he would not accept it. He evidently thinks never to the neglect of public business. On an open-door policy is best in dealing with the 3d of April, 1876, the House passed a a party that is on the wrong side of all present issues without the prospect of be-

a dozen cynics were left, but it came to a said, "Damn the present and believe in the

Dr. Gatling, the inventor of the gun of best conditions-that is, no profits will go on the subject. President Grant replied to prophecy relative to turning the engines by inventing a horseless plow. It is an automatic plow-fire it up and start it and

FROM HITHER AND YON.

Art and Art.

"Miss Simperton is highly artistic, isn't she?" that would embroider a Madonna and child on

Better Than No Bread.

Cook (severely)-Yes, ma'am, I'm going, And Mrs. Sharpe (meekly)-Thanks, Bridget. Per-

Fair Exchange.

I throw physic to the dogs. "Poor dogs," say you. But stay!

In place of the physic I eat dog biscuit! True, it is called health food, but mere names

Friendship's Tribute.

Washington was absent from the national | ing sadly away after the services were over, "he was a man of mighty reg'lar habits."

women have full suffrage "How is it." the political manager was asked

Mrs. McKinley and the Children.

Washington Special A little scene which takes place nearly every day in the wide portico of the White At a regular hour in the forenoon the Presper is apt to be increased by the presence of people who know of the daily drive and so linger for a glimpse of the first lady of be land. But for many weeks there have been more children among the spectators, scarcely ever has failed that Mrs. Mc-Cinley, in going to her carriage, has spied an attractive-looking tot, and asked one of the ushers to bring the little one to her. The toddler is handed into the carriage,

Time Not Ripe for It.

fondled for a moment, and then sent back

to its mother or nurse with a flower for a

memento. Many mothers now bring their

little ones to take part in the impromptu

reception at the front door of the Executive

Washington Letter. and ask the government to provide a small current subslay, the project might be refor it. A bill was introduced by Senator Voorhees, years ago, looking to this end, ica as the means of making the United but it was never discussed. Members of Congress were sounded, last winter, by some enthusiasts who thought the time had come to start a movement for an institution corresponding to the French Academy, which should foster art and encourage literature, dramatic and otherwise; but the persons who did the sounding found senators and representatives unwill ing to talk of any subsidy except that for the revival of the merchant marine.

It Should Be Indefinite.

me." If this female blatherskite feels that presses, though to a limited degree, public sentiment which is decided that a long

WITH HIS SON'S KIDNAPERS.

Letter Received by the Omoha Packer Offering to Return \$21,000 of the Ransom Money.

OMAHA, Neb., April 30.-Edward W. Cudahy, the packer, has received a letter will be the longest ever made by a Presi- eign trade, which is already astonishing from an agent of the kidnapers of his son, making him a proposition to retern \$21,000 of the money paid for his son's return, demanding in turn a withdrawal of the \$25,000 reward and a cessation of the search that is being prosecuted together with an abandonment of the determination to prosecute the criminals. The letter bore the postmark of Elgin, Ill., and Mr. Cudahy is convinced of its authenticity. He went ing summoned there by his brother, in reand declares his unchanged resolve to prosecute to the end the search for the men who abducted his boy.

"I received a letter about ten days ago." said Mr. Cudahy. "It was dated April 15, at Elgin, and bore the Elgin postmark. I cannot show it to you, because I sent it to Mr. Pinkerton, nor can I give you its contents verbatim, as I did not make a copy of it. It was very brief and recited It set forth that the chase by the detectives was getting uncomfortably close, reward now outstanding and let up on the effort to find the criminals and have \$21,000 of the \$25,000 ransom returned to me. It for as soon as he mailed the letter he

must have gone to Chicago, where he called on my brother Michael the same asked my brother whether I would consider a proposition of that kind. My anything about it, but would ask me to come over to Chicago and talk the matter over, although he did not believe I would from my brother, asking me if I would

come over, and I replied that I would be over there in the morning. I left here on the afternoon train, and on reaching Chicago learned what had transpired at that end of the line. I arrived home on Thursday and the letter from Elgin was here awaiting me. The letter was signed and gave directions how a reply should be addressed to reach the writer at Elgin. I don't wish to make that public, as assurances were given that I would not, and that the party could submit such propositions as he desired to make. So far as the offer is concerned it has been rejected. I refused absolutely and unqualifiedly to consider it, and am determined to prosecute the search as vigorously as I know That is what we started out to do and I feel as if I would follow those men to the ends of the earth. I realize that this means \$46,000 to me, and is a sum that is certainly an object to any man, no matter what may be his means. As I feel about the matter I would spend my last thousand dollars rather than compromise with the criminals. I am desirous of havdone and to deter any other determined gang from compelling other parents to

undergo what we have undergone. An attempt will be made to prove that James Callahan, acquitted of complicity in he kidnaping of Edward Cudahy, perjured nimself on the witness stand during his recent trial. A formal charge will be filed statements that he was never present at the Melrose hill prison house previous to the kidnaping, that he was not in company with Crowe when the bay pony was purchased and that he did not see Pat Crowe after Dec. 1 are grounds on which the charge of perjury will be based.

DOWN IN DIXIE.

(CONCLUDED FROM FIRST PAGE.) counted for by an extension of your limits [applause] by an act of the Legislature and without the consent of the governed. [Laughter and long-continued applause.] "This city, with its magnificent river, with its early history and environments, could not fail to have the true instinct of commerce. You were born to commerce here in the city of Memphis. [Applause.] It was your early training. You saw the ships go with your products and the ships return with the products of other countries for your use and comfort. You early discerned the possibility of this great Republic, and you have been in the vanguard of advancement and progress and expansion from the earliest years of your history. [Applause.] You early learned that maxlms were not as profitable as markets. [Laughter and applause.] And that the only way to get markets was to encourage commerce and transportation by sea and

A JOINT RESOLUTION. "The State of Tennessee shares in the sentiment and spirit of the people of Memphis, and on the 1st of December, 1847, the preamble of that resolution is the spirit and the purpose of the American people today. It has been nowhere better expressed,

and let me read it to you 'Whereas, The construction of a railroad across the continent of North America would make the United States the great highway between Europe and the populous and wealthy empires of Asia, would greatly facilitate our intercourse with those regions, would tend to consolidate our Union would connect and bind Oregon and the Pacific coast to us, and would give a fresh impulse to our great agricultural, manufacturing and commorcial interests, and whereas this stupendous work can be accomplished and the public lands constitute fund appropriate for defraying the expenses of such an undertaking, as a small part of them would furnish the means and the value of the remainder would be greatly enhanced thereby [applause], and whereas the plan of Mr. Asa Whitney, of New York in its great outlines, is, in our opinion, the ily practicable scheme for the accomdishment of this great undertaking, which should be commenced as soon as practic-

he State of Tennessee, that they approve Mr. Whitney's plan as explained by imself to them of constructing a railroad from Michigan to the Pacific ocean. "That was on the 1st day of December, 1847, fifty-four years ago. Three years afterward the Legislature then assembled, not approving of this particular route to the Pacific coast, suggested that all of the plans should first be laid before Congress before any action was taken and that the route that would do the most good for all the interests of the people should be the one that ought to be adopted. [Applause.] and resolution

Whereas, As the attention of the people and government of the United States is now being directed to the improvement and practicability of constructing a railroad across the continent of North Amer-States the great highway between Europe and the populous and wealthy empires of Asia, of facilitating our own intercourse with those regions, of connecting and bind- | the capital city yesterday morning that ing California and the Pacific coast to our Union and of developing our great agriculture, manufacturing and commercial in-

teresis, and. 'Whereas. This stupendous work, if accomplished by the aid of the general government, ought to be so constructed as to no solid North, save when solid for the as possible upon the people of the United States and to consolidate the union of those States as well as that of the States with the Western Territories by making it the means of a more intimate and lasting connection of the North and South, rendering the interests of each dependent upon and tributary to this magnificent thoroughfare of the commerce of the world.' [Ap-

FIVE TRANSCONTINENTAL LINES. kept for many years in the custody of the pany with the largest tonnage of any com- jail life for her would do everybody good. Northern line; the real question was the presentation, on behalf when the train bearing the President is to and the country at large honor for all time.

to the great markets in the Orient. [Ap- by Andre and Miss Mary Frye, two of bility to his subordinates. He must ready been accomplished. We not only have tive of Governor Samford, who is ill, atlantic with the Pacific [applause]-the Union Pacific, the Southern Pacific, the Atchison, the Great Northern and the continental lines connecting the two oceans. Applause.] The government of the United States assisted in the building of these roads. It guaranteed away back in the sixties sixty-four millions of dollars of the Pacific Railroad bonds and became rcsponsible for their payment, and took a second mortgage upon the property as security to the government. [Applause.] It is interesting to note in this presence that within the last four years that debt, reaching \$130,000,000, principal and interest, belonging to the government of the United States \$124,000,000 has been paid into the public treasury and the balance secured [great applause], thus giving us not only the principal of the aid we gave these roads, but interest at more than 3 per cent. | had been found. Applause.

"So we have our railroads to the Pacific,

and now we are reaching out for more

trade [great applause], and for a period of

years you have been shipping your cotton

to China. This has been interrupted a little [laughter and applause] in the last few months, but that interruption, we trust, will be speedily removed, and we will have about the President's car was so dense that to Chicago ten days ago because of it, be- the open door to China [enthusiastic ap- by Mr. McKinley's direction several of the plause] on equal terms with every power not going to hurt this trade that we have | crushed, were lifted over the rail of the He refused to consider it for a minute, the Philippines. [Laughter and applause.] "If it will not be thought to be indulging n pernicious partisanship here to-night toastmaster to Gen. Luke Wright. [Long | 4,000, situated on the banks of the Tennesfriends, that he is doing magnificent service for his country in those distant seas. ment of civil law and civn institutions for lower that flag!" [Great applause.] When their inhabitants. [Applause.] The fact is, | the cheering had subsided he said: that the chief kidnaper had communicated I have been so much encouraged in coming with the writer and was getting uneasy. to Memphis for commissioners [laughter] that when I found out how well Luke Wright did I called on General Patterson. and asked if I would withdraw the offer of derstand it, he is doing very well on the traveling through the South we have been

his pay with great regularity. [Laughter.] "But, by fellow-citizens, I am detaining you altogether too long. [Cries of 'Go on!'] Your hospitality has quite charmed my sympathy with the sentiment so hand- try and its standard. [Applause.] And the somely expressed by your toastmaster con- government rests upon the people, for they cerning a reunited country. [Applause.] are sovereign; we are your agents. day, which was two weeks ago to-day. He Thank God, no sectionalism now mars the President and the Congress are but the map of the United States. [Enthusiastic representatives of the public will, and so tions of national interest and national wel- | their homes are virtuous; so long as the fare do not rest upon the color of the public schools of our country continue to uniforms we wore in 1861 [great applause]. but upon our convictions of right and duty n 1901. [Continued great applause.] And rejoice to-night to say in this presence

> that the happy time has come and 'North and South, together brought, Now own the same electric thought, In peace a common flag salute, And with free and unresentful rivalry Harvest the fields whereon they fought.

[Long continued applause.] At 1:30 in the morning the presidentia train resumed its journey for New Orleans. which will be reached at 4:30 Wednesday

EN ROUTE TO MEMPHIS.

Brief Speeches at Huntsville, Decatur, Tuseumbia and Corinth.

MEMPHIS, Tenn., April 30.-The scenes attending the passage of the presidential special train along the route to Memphis to-day were a repetition of those of yesterday. Crowds at every wayside staing them punished for what they have tion cheered and waved to the passing train and every farmhouse and crossroads had rived at Stevenson, Ala., at 7:20 this morning, on schedule time. At almost every staby County Attorney Shields. Callahan's idential special cheered the train as it sped by. Several hundred people were at the station at Stevenson, despite the early hour. The President, who had already arisen, appeared and bowed his acknowl-

At Huntsville a stop of ten minutes was crowd. The station was decorated with the train drew up to the station. The President was introduced by Judge Richardson, Gen. Joe Wheeler's successor in Congress. The President responded as follows:

all of you my thanks for this welcome, so people, of the members of the G. A. R. and Loyal Legion and of the Confederate Veterans, who speak their greeting to us as we pass through your beautiful city. If I had North and the South, it is the highest disgiving the reception. [Great applause.] Once foes, and now friends forever. [Great applause.] Once with hostile arms in their hands; now with affection in their hearts, one for another [applause], and both united in love and loyalty for the old flag and for tion, instructed its senators and members | States never goes to war except for peace | industrial development, and in order to se-Of course, it happened in the West, where in the Congress of the United States to [applause], and only when it can have it in cure a sale for our surplus products we require his liberty that he may only his for conquest, for exploitation or for terri- | I am sure that in that sentiment there will tory, but always for liberty and humanity, [Applause.] And, in our recent war with Spain, the people of the United States, as one man, marched with the flag for the honor of the Nation to relieve the opressed people in Cuba. The United States has never acquired a foot of territory that has not been forever dedicated to liberty. [Applause.] I feel almost like apologizing for having taken from you Gen. Joe Wheeler [great applause], but my compensation is found in the fact that you have elected a distinguished successor to represent you." [Great applause.]

Secretary Hitchcock, who was born in Mobile, was called on. The secretary was plainly touched as he referred to his early days in Alabama and the tender memories which clustered about his native State Mrs. McKinley was also called out on the platform and fairly deluged with roses and

General Samuel H. Morse, on behalf of Egbert I. Jones Camp of Confederate Veterans and the Huntsville Post of the G A. R., presented the President with a beautiful floral piece of roses. "Emblematic," Resolved, by the General Assembly of he said, "of the pleasure it gives us to sought to assuage sectional bitterness and to weld in the bonds of a common justice and patriotism the destinies of our common country.'

AT "JOE" WHEELER'S HOME. All the steam whistles screamed a greetredoubtable old veteran gave the execu- which form the next link in the journey, tive a particularly enthusiastic reception. The train passed under two big American flags hung above the track. The President,

"The attention of the people of the South and the warmth of their welcome have been so constant since we started from words seem poor indeed to express our gratitude and appreciation. We have just cause to be proud of our country. It belongs to us all. We know no North, no South, no 'East, no West, but are all Americans. [Applause.] No solid South and confer its inestimable benefits as equally | flag and the Union. I have been glad to note as I have traveled through this section of our beloved country the great progress and prosperity everywhere eci-This country has been signally been good to us. He has given us a heritage which awaits our development which preserve this land to liberty forever and

orever. [Applause. of Tennessee fifty years ago [applause]- of presenting to you Mr. Hay, who - name has been so conspicuously associated with the open door in China for your products." One of the pretty incidents of the stop

and most American States of the Union." Between Decatur and Tuscumbia the presidential train was stopped to permit the party to be photographed. The operators at Decatur and Tuscumbia had not been notified of the intended stop, and when the train did not appear at Tuscumbia on schedule time he flashed the news along the line, "President's train lost." The report even reached the home office in Washington. For several minutes the wires hummed with messages back and forth as the officials were becoming alarmed over the whereabouts of the President. When the train appeared at Tuscumbia the operator reported that the train

CRUSH AT TUSCUMBIA. Tuscumbia and there was a profusion of flags. The place has about 2,500 inhabitants, and every man, woman and child seemed to be at the station. The crowd on earth [continued applause], and it is children, who were in danger of being veterans fought for the honor of grasping [laughter] I would like to say that I appre- the President's hand. The mayor of Shef- their subordinates had made a mistake and ciace every word of eulogy offered by your field, a thriving manufacturing town of to be certain that nothing lay in the way continued applause.] I want to say here, see, a mile away, in a neat, patriotic speech in the presence of his own townsmen and presented the President with a handsome to the next the transportation manager left begin his remarks there were cries of "Put [Enthusiastic applause.] He is contribu- the flags down!" referring to the flags held ting to the pacification of the islands, now by the children, who were near the car, at almost accomplished, and the establish- which the President exclaimed, "Never

'Mr. Mayor, Ladies and Gentlemen, My Fellow-citizens-I wish I had words in which to express the feelings of my heart for this more than kindly welcome on the [Laughter and great applause.] As I un- part of the people of this city. In all our Shiloh Commission [laughter], and drawing | showered with kindness and we have been made to feel every hour of the day that if there ever was any doubt in the past, there is no doubt now that we are one people [applause]-one in hope, in sentiment, in me. I only want, in conclusion, to voice purpose and undying devotion to our couneducate our children in the paths of patriotism and loyalty and intelligence and morality, so long will this great govern- train at the division terminus. ment rest securely [applause] and advance triumphantly to its highest destiny. [Great applause.]

you will be very glad to meet the gentlemen who are associated with me in the pleasure, first, of presenting to you your production; all about your great resources, and one who takes a deep interest in the development of them all. I present to you the secretary of agriculture, Mr. Wilson." [Great applause.] Secretary Wilson addressed the audience

spoke of the fact that two years ago, when the cotton crop was short and it was worth it, the administration notified the people "so that the foreign speculator did not get the millions, but you did.'

SPEECH TO MISSISSIPPIANS. At Corinth, Miss., where Grant routed | the train for at least forty-eight hours. Forrest, a tattered old Confederate flag ture of the decorations. Here a handsome its group of eager watchers. The train ar- | floral piece from the people of north Mississippi was presented to the President.

Mississippi, and I assure you that of the many cordial receptions we have had upon our journey none have been warmer or more heartfelt and more generous than that which you give in your interesting and progressive city. I am glad to be on historic ground. Your battlefields about you attest the courage and valor and heroism of the American soldier on both sides of the line. There is but one side happily now and we are all together on made. Apparently the entire population of | that side. [Great applause.] The valor the town turned out to welcome the Pres- and the heroism of the men of the South and the men of the North have within the past three years been shown in Cuba, in Porto Rico, in the Philippines and in China; and when we are all on one side we are unconquerable. [Applause.] But and it is the triumphs of peace that the American people are striving for to-day. Savannah, a government check sufficient pirate power, we are a peace power. We "I very greatly appreciate and return to never should be drawn except in a righteous cause, and then never until every ef-

warm and so generous, on the part of the | fort at peace and arbitration shall be exon the prosperity of the country. We meet Greene and the Gaynors. Then the never were so well off as we are to-day. been in any sense the instrument in the hands of the people to bring together the never had such high credit, such good money, so much business as we have in tinction that I could covet. [Applause] I the United States in the year 1901, and it ing to Carter, one-third to Greene and oneam glad to see the boys in gray uniting in is our business-your business, for the public official is but the agent of the people; it is your business as well as mine to see to it that an industrial policy shall be pursued in the United States that shall open up the widest markets in every part of the world for the products of American the land we love. [Applause.] We are not soil and American manufacture. [Apartition a military people. We are not dedicated to plause.] We can now supply our own mararms. We love peace, and the United kets. We have reached that point in our be no division North or South. Our products are now going to every part of the world, from the North as well as the South, because what we produce is wanted, [Great applause.] "I am very sure that you will be pleased to meet and greet the members of my Cabinet, who are with me, and it gives me great pleasure to present to you the secre-

MOVING A PRESIDENTIAL TRAIN.

A Time of Anxiety and Precaution Among Railway Employes.

left Washington on Monday, starts on a long journey across the continent, much more is involved than appears on the surface. In the load which such a train carries is involved the possible safety and the welfare of the Nation, and it is literally it passes in safety and without delays or

Before the route of a presidential train is finally settled upon there is intense rivalry among the representatives of competing affoat in the world. for their lines. Once the route is fixed the successful railroad officials begin a season of nerve-racking strain and anxiety, which does not cease until the train with its precious freight is delivered in safety into Let me read you the preamble of the sec- the city, and the fellow-townsmen of the the hands of the company the lines of

> over which the presidential train passed on Monday, was notified days in advance of its coming. The exact minute of its departure and a carefully arranged schedule of its arrival at and departure from every station on the line was sent out to every station agent and section hand. Beginning several hours before the train was due every foot of the track was carefully patrolled by keen-eyed men, who felt the responsibility which rested upon them. If President McKinley had sat up in the observation car attached to the train he might have seen at intervals of a few minutes and all night long the yellow lights of the lanterns of the sleepless sentinels who were to guard his safety and assure his convenience. Practically it might almost be said that the train passed between We have everything. God has two lines of watchmen, so close are they together and so careful is their watch. Nor does railroad vigilance stop there. we must not neglect and it is our duty to That, in fact, is only the beginning. All day and all night long a pilot engine runs | determination. It will probably be fixed at a little in advance of the presidential train | \$100,000. The Hon. E. B. "I am sure you will be very glad to meet to make sure that nothing has been over- chairman of the association. Subscriptions the secretary of state and other members looked which could by any human possiof the Cabinet, who are accompanying me bility endanger its safety. Close behind on this journey, and I have the pleasure the presidential train is usually sent a sec- of the United States and the first great ond engne, so that it is closely guarded be- | American expansionist following William fore, behind and on both sides. Still other precautions are taken. Every station agent | acter, quality and coliber that his individs notified that in the night or the day ual State should feel the highest pride in

> connection of this North and South of ours of the ladies of that city, of a loving cup pass his station he must be continuously with the Pacific ocean, thus leading us out and a bas et of trout to Mrs. McKinley on duty. He may not leave the responsi plause.] What your Legislature a half cen- her old school friends at Canton. Col. senally attend to the arrangement of the tury ago resolved should be done has ai- R. H. Adams, as the personal representa- proper signals and see to it with his own eyes that everything possible is done to one, but we have five lines connecting the | boarded the train at Decatur to e-cort the | forward the train with speed and safety. President to the Mississippi state line. The It may pass his little backwoods station at President gracefully, but briefly, thanked | sixty miles an hour, but he must stay on the crowd for its welcome. He charac- duty and watch and wait until it flashes by Northern Pacific, making five great trans- terized Alabama "one of the most patriotic in the night, and, with a sigh of relief, he can call up the next station on the wire and announce that the President's train has gone by and the weight has been lifted

from his shoulders. Even weeks before the date of the journey's start the roadbed has been carefully inspected by the higher officials of the several roads over which the presidential train is to pass, and improvements and alterations ordered. A little later a second trip of inspection is made to see that the orders previously given have been carefully and roperly carried out. When the journey begins the real strain on the higher officials begins to grow intense. They have, in the first place, selected their most experienced and ablest men to run the engine and act as conductor on the train. They have provided, free of charge, a train made up of An arch of cedar spanned the track at | the finest private cars in existence. They have taken every possible preliminary precaution. Now they must see that the actual journey is made without delay or incon-

venience of any kind. When the train left Washington there were three, instead of two, men in the cab. One of them was the engineer. He was carefully selected as the best man on the division. The second man was the fireman. The third was the master of transportation. He sat in the cab alongside the engineer, and the eyes of both were centered on the twin lines of rail before them. They were watching to make sure that none of of the presidential special. When the train passed from one division

floral piece. As the President was about to the train and made way for the man who was responsible over the next division. Back in one of the cars of the train other official passengers had an anxious ride. Whoever covers the entire 15,000 miles of the journey might observe at least thirty different men, sitting perhaps in a seat in the smoking car, with slouch hats pulle: over their eyes, keeping careful track of every incident of the trip. They are the division superintendents, each of them with the entire burden and responsibility of the presidential train on his shoulders until it passes safely beyond the limits of his territory. When such connecting points are reached the observer, if he walked out on the platform, would be likely to hear a con-

> versation like this: "Hello, Bill." "Everything O. K.?" "Yes, thank God." "How's 26?"

"Waiting at Cedarville." Wish me the same luck. Good nigh Then the train would pull out at forty miles an hour and another man would take the place in the smoking car just vacated by the sleepy-eyed man who has left the

When a train carrying a king or emperor leaves one of the great capitals of Europe it is always possible to stop every other "I am quite sure, my fellow-citizens, that | wheel on the line and leave the track perfectly free for the passage of the im special. But in the United States the railconduct of the government, and I have the | road manager has also the problem of running the regular passenger trains and keeping freight trains moving with as little delay as possible. This greatly complicates freight trains run on the regular schedules when the presidential train is moving its wheels, and the traffic manager troubles of his own for a day or two after on the agricultural progress of the States | it has passed. Every train dispatcher on and aroused great enthusiasm when he each division knows that the special has passed for several days by the complaints which come in from shippers of perishable millions to the people of the South to know | goods, even if official notice were lacking It is his hard task to see that everyboo is kept satisfied, even while the demands of the presidential train are complied with, It is safe to say that traffic will be entirely upset on every road which is traversed by

> These same train dispatchers and their assistants have in charge the difficult task of keeping the President and his movable Cabinet in constant communication with Washington. Telegrams in the obscure presidential cipher may be thrown from the train at the most out-of-the-way station, and there must always be on duty there a man capable of handling the work in an intelligent way. A mistake made by a night operator at Spedunk might possibly result in an international difficulty. The responsibility which every man connected with one of the roads over which the train will pass may therefore be imagined.

Oberlin M. Carter's Methods.

Army and Navy Journal. methods: "When the time came to make a payment under the contract Carter, who was located at Savannah and had charge of the work on behalf of the government peace has her triumphs no less than war, would give to the representatives of Greene and the Gaynors, locally in charge at We do not want any war. We are not a to pay for the labor and materials which actually went into the improvement, and love peace better than war and our swords then he would draw a government check for the excess of the contract price, resenting what gamblers would call velvet'-the fruit of the fraudulent conspiracy-and putting this in his pocket would go to New York. There he would division would take place. Carter would be especially allowed out of the amount \$75 for traveling expenses, and the balance would be divided into thirds, one-third gothird to the Gayners. In this way Carter drew out of the conspiracy \$722,528.02, and of this amount the records of stock brokers in New York show that he invested in stocks and bonds \$690,301.85. For his traveling expenses Carter received \$1,575. He made twenty-one trips to New York on this mission and at the close was in excellent condition financially to be appointed military attache to the Court of St.

The Rich Man's Problem New York Evening Post.

How to struggle along on \$25,000 a year is the cruel problem of the day, wrote a serious Englishman, discussing in advance n the London Times the new measures of taxation. He would have seen more tary of state, the Hon. John Hay." [Aptaxes clapped on bread and beer and tobacco, so as to make the national revenue more "broadly based." To the objection that this would increase the burdens of the poor his thoughtful answer was: "I am inclined to believe that, as incomes increase. up to a very high limit indeed, the burden of life also increases, and a man with £5,-000 a year probably has a harder struggie to make ends meet and maintain his poor When a presidential train, like that which relations and dependents, which are all incidental to a certain position, than has a man with a pound or 30 shillings a week This was not meant as a joke. That, of course, in one sense only increases the humor of it; and we shall soon have the cartoonists following the Spectator's suggestion, and giving us a picture of a benevolent stonemason on 30s a week watching a haggard and careworn creature with £5,000 year driving by in his carriage and pair; Pore beggar, it's a 'ard struggle, but 'e don't take it sittin'; not 'e; 'e stands up to 'is troubles like a man, and I 'enours 'im for it." Such ridicule is effective treatment for such claptrap; but there is, unhap-

Pan-American "Midway,"

pily, a deal of similar rich man's cant set

Exposition Bulletin. The Midway of the Pan-American expo-

are the principal concessions. Esquimaux village, glass factory, trip to the moon, aeriocycle, old plantation, beautiful Orient, miniature world's fair, around the world, Cleopatra, Colorado gold mine, living pictures, dreamland, moving pictures, war cyclorama, Philippine village, Alt Nurnburg, panopticon, streets of Mexico, darkness and dawn, burning mountain, darkest Africa, house upside down, water sports carnival, gypsy camp, goldchariots, Johnstown flood, infant incubators, fair Japan, Bostock's wild animal arena, idea! prlace, Jerusalem on the morning of the crucifixion, Indian congress, bazaar building, scepic rallway, Venice in America, Dawson City, minia-

ture railway, Pabst on the Midway. A Monument to Harrison.

A "Benjamin Harrison Monument Association" has been formed in good lime in memorial itself being left to subsequent ought not to be limited to Indiana.